

CVSE Action Plan – Globe and Mail Follow Up

ISSUE:

Action Plan and Response to Globe and Mail Article October 5th, 2019

FACTS:

- Issues raised by an article published by the Globe and Mail, focussed on the immigration system in Canada and how there appears to be pressure to put poorly prepared drivers in to truck driving jobs.
- The article specifically named BC as a jurisdiction in which trucking companies employ foreign workers and new immigrants.
- The article tone was that drivers, while properly licenced, were poorly prepared and undertrained for their new careers, and potentially put road safety at risk.
- Minister's response to the article indicated a review of trucking companies and actions within CVSE.
- Actions Taken:
 1. Review the safety ratings and process status of carriers named within the article, including historic or in-progress CVSE interventions, status or activity of the carriers named in the article:
 - s.13
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 2. Review of carrier performance in the Lower Mainland in comparison to the other regions of the province:
 - s.13
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 3. Extend formal request to other Canadian jurisdictions for awareness/reporting of any BC carriers with noted issues of non-compliance, crashes or other trends within their jurisdiction:
 - s.13
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4. Work with ICBC Special Investigations Unit (SIU) and sharing of intel on any trends with commercial drivers or carriers that have demonstrated unsafe or non-compliant hiring practices for improperly licensed drivers:
 - s.13
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INITIALS

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BRIEFING NOTE FOR DECISION

DATE: November 27, 2019

PREPARED FOR: Minister Claire Trevena

ISSUE: Operating Reserve for Victoria Regional Transit Commission

RECOMMENDED OPTION:

- **Direct BC Transit to fully deplete the operating reserve for Victoria Conventional and Custom systems by March 31, 2020 and stop contributing as of April 1, 2020.**

BACKGROUND:

Operating Reserve

Funding for transit in British Columbia outside of Metro Vancouver is based on a partnership model, whereby operating costs are shared between the Province via BC Transit and local governments. In Spring 2015, Provincial operating funding for the BC Transit Service Plan period for 2015/16 to 2017/18 was flagged by BC Transit as insufficient to maintain existing service levels in the latter two years of the plan due to forecast inflationary pressures. In response, BC Transit proposed an arrangement that would allow them to defer savings from year one of the service plan period to the following two years. This would be accomplished by fully expending the Provincial grant each year, billing local governments the appropriate percentage of annual budgeted costs, and creating an "operating reserve" from savings as compared to budget in that transit system to be held and used to offset inflationary operating cost increases in the following two years. While the operating reserves are deferred local government contributions, they exist due to contributions by both the Province and local governments being more than was needed each year.

In October 2015, Treasury Board approved the plan, and corresponding amendments were made to the BC Transit Regulation (BCTR). In February 2016, the 2015/16 – 2017/18 Operating Contribution Agreement between the Province and BC Transit was signed that included language facilitating this policy change.

Victoria Regional Transit System / Commission

The Victoria Regional Transit System (VRTS) is governed by the Victoria Regional Transit Commission (VRTC), which raises its share of funding through fares, regional motor fuel tax and regional property tax. The raising of funds via property tax is not unique to the VRTC; however, as the VRTC is a transit commission under the *British Columbia Transit Act*, it must make an annual regulation setting the property tax rates in the Regional Transit Service Area, to be collected by each local government.

PAST INTERACTIONS:

- N/A



DISCUSSION:

Analysis has been conducted on the current funding arrangements which has indicated two fundamental challenges with operating reserves: 1) regulatory, and 2) financial policy. The regulatory challenge is specific to the VRTC while the financial policy issues apply to all transit systems with operating reserves.

Regulatory

Prior to 2015, the cost-share percentages for the VRTC and BC Transit were prescribed by regulation. In 2015, to implement the decision to allow an operating reserve, all cost-share regulations were repealed, and funding arrangements were devolved to agreements.

In 2017, it was brought to the Ministry's attention that a regulation must prescribe the contribution percentages for VRTC and BC Transit to provide the VRTC with authority to make its annual property tax regulation, which it relies on to raise its share of funds. As a result, regulatory amendments were made to the British Columbia Transit Regulation in March 2018 and 2019. Due to the operating reserve being in use, the contribution percentages vary year-to-year and a new unique section in the regulation is needed specific to a year. [s.12](#); [s.13](#)

[s.12](#); [s.13](#)

[s.12](#); [s.13](#)

[s.12](#); [s.13](#)

it is
recommendation that the operating reserve for the Victoria Regional Transit System be ended. This would also enable a regulation to be made in early 2020 consistent with the statutory authority and without the need to update the regulation each year thereafter.

Financial Policy

When the operating reserves were established, the policy objectives appear to have been to:

- Protect transit service levels;
- Maximize Provincial operating funding;
- Ensure stability and predictability of funding for BC Transit and local governments; and
- Protect operating funding against fuel price fluctuations.

While the original objectives were met, the implementation of the approach departed from what was originally intended. The approach contemplated deferring savings from 2015/16 to the following two years only. No savings in subsequent years were contemplated being deferred (as actual costs were assumed to equal budget). It was intended that, over the three-year period, BC Transit would be required to ensure total provincial and local government funding balanced to the funding percentages that were previously prescribed in regulation.



s.13

Transit Branch staff have conducted a thorough review of operating funding arrangements and evaluated them against the Ministry's current financial policy objectives, which are fairness, openness, transparency and accountability. s.13

s.13

The VRTC has the unique legislated authority to establish and maintain a Transit Fund, to hold tax revenue in excess of what is needed in a year. s.13

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Budget Direction

s.13

FINANCIAL IMPLICATIONS:

s.17

OPTIONS:

Options are considered below for operating reserves for the Victoria Regional Transit System (VRTS) only. s.13

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- s.12; s.13
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Ministry of
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and Infrastructure

RECOMMENDATION:

- Option 1.

APPROVED / NOT APPROVED

Claire Trevena,
Minister of Transportation and Infrastructure

10th December 2019
Date

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BRIEFING NOTE FOR DECISION

DATE: December 9, 2019
PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure
ISSUE: Sea to Sky Corridor Regional Transit – Implementation Options

RECOMMENDED OPTION:

s.12; s.13; s.16

BACKGROUND:

A Sea to Sky (S2S) Corridor Regional Transit Study completed in October 2017 concluded that there is potential for substantial regional and interregional transit ridership along the S2S corridor, with an estimated 575 estimated daily rides on implementation. With population growth within the communities in the Sea to Sky region, it is likely that ridership would likely be even higher today. BC Transit is proposing six round trips per day on weekdays, and four round-trips per day on the weekends between Whistler, Squamish and Vancouver, and an additional two daily round trips between Pemberton/Mount Currie and Whistler. In order to help offset the local share for this regional transit service, the local partners have been strongly advocating for a regional motor fuel tax.

The elected officials within the Sea to Sky Corridor remain determined to have a new regional transit service established as soon as possible and are continuing to pursue Provincial support for a new regional motor fuel tax to help fund the local share of a new regional transit service. s.13; s.16

s.13; s.16

When the local partners were informed of the Province's decision to decline their request for a regional motor fuel tax this spring, BC Transit and Ministry of Transportation and Infrastructure staff proposed options for a lower cost service (reduced service hours or phasing in segments along the corridor) – which the local partners rejected as they believe this would not meet demand. An option of redirecting already approved/budgeted service hours from their local transit systems to the regional system was also rejected, citing a need to continue to grow their local transit services. Although there was some appetite among the local partners to revisit the proposed fare structure (which was contemplated at \$5 per segment) there was a recognition that even with a doubling of fares, in absence of having access to motor fuel tax revenue, there would still be a need to increase property taxes to fund the local share. TransLink staff were also engaged to explore any opportunities for collaboration, however TransLink does not feel that it would be able to offer anything in the short term.

PAST INTERACTIONS:

- The local elected officials from the Resort Municipality of Whistler, District of Squamish, Village of Pemberton, Regional District of Squamish Lillooet, the Squamish Nation, and the Lil'wat Nation have had numerous interactions with Ministry staff and the Minister, have publicly expressed disappointment with the Province in its decision to not entertain the local partners request for a regional motor fuel tax, and have committed to ongoing lobbying a regional motor fuel tax.



DISCUSSION:

The Province and BC Transit have two general funding models in place for the 29 conventional public transit systems across B.C.; the 'motor fuel tax' model and the 'traditional' model.

The only BC Transit system that uses the motor fuel tax model is the Victoria Regional Transit System. In 1993, the Ministry of Finance amended the *Motor Fuel Tax Act* to enable the Victoria Regional Transit Commission (VRTC) to levy a 3.5 cent per litre regional motor fuel tax¹. At the same time, due to the VRTC having access to a new source of funding, the Province reduced its contribution share to 31.7 percent (the provincial share for conventional transit under the traditional model is 47 percent). Following several years of requests for an increase, the motor fuel tax rate in Victoria was increased to 5.5 cents per litre in spring 2018.

All of the other 28 conventional BC Transit systems operate under the 'traditional' funding formula, where the Province contributes 47 percent and local governments contribute 53 percent of operating and capital costs. Included in these 28 systems are a number of 'regional' transit systems (e.g. Fraser Valley Express, Okanagan Connector), which would be similar to the proposed Sea to Sky system. In each of these local/regional systems, the 53 percent local share is raised through property taxes, fares, and any other revenue from the transit service such as advertising revenue.

There are also two unique 'interim' funding models currently in place: the 'Hwy 16 Inter-Community transit service' (operating under a 5-year agreement with the Province contributing 100 percent of capital costs, and 67 percent of operating costs), and the BC Bus North Inter-city service (which is being 100 percent subsidized by senior levels of government through March 31st, 2021). [s.13](#); [s.16](#)

[s.13](#); [s.16](#)

[s.13](#); [s.16](#)

FINANCIAL IMPLICATIONS:

[s.17](#)

¹ The *British Columbia Transit Act* allows for municipal and regional governments, as well as, transit commissions to apply for a Motor Fuel Tax to fund all or a portion of the local contribution to transit service.



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OPTIONS:

s.12; s.13; s.16



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s.12; s.13; s.16



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s.12; s.13

APPROVED / NOT APPROVED

A handwritten signature in blue ink, appearing to read "Claire Trevena", written over a horizontal line.

Honourable Claire Trevena
Minister of Transportation & Infrastructure

12th December 2019

Date



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National Trade Corridors Fund (NTCF) Projects:

In 2017, the Port was awarded \$222.8 M for 12 projects, including rail and road improvements. In 2019, the Port was awarded an additional \$100 M in funding for the following NTCF projects:

- Short Sea Shipping concept study and development for barge service - \$1.6 M
- Widening of Blundell Road, construction of a Portside Road rail overpass, and a Portside Road extension - \$39.4 M
- Fraser Surrey Port Lands rail crossing & road improvements - \$12.2 M
- Supply chain visibility tool, real-time supply chain performance system for industry - \$6 M
- Auto terminal improvements on Annacis Island - \$42.7 M

In total, the Port of Vancouver has received over \$320 M of the total \$2.2B in NTCF awarded through the two rounds. Projects in BC received almost \$850 M in total.

George Massey Tunnel:

The George Massey Crossing is not part of the NTCF strategy, although it is an integral part of the Greater Vancouver supply chain's supporting transportation infrastructure network. While heavy truck traffic including container trucks comprises only 4-6% of all vehicle traffic through the tunnel, the tunnel is an important travel route for port workers, and tunnel-related congestion on Highway 99 has direct economic impacts on port industrial lands on both sides of the Fraser River. A number of the current NTCF transportation projects are in close proximity to the tunnel and to Highway 99. The Province has not requested cost sharing with the Port. A major concern for the Port is ensuring that sufficient vertical clearance is provided for cruise ships travelling upriver, should a new cruise terminal be developed along the Fraser River.

Industrial Land:

Robin Silvester addressed the Greater Vancouver Board of Trade on November 19, 2019 and indicated that one of the pressing issues for trade in the Lower Mainland is availability of industrial land. His remarks indicated that the levers necessary to fix the industrial land challenges are with the provincial government. The province is a member of the Metro Vancouver Industrial Lands Strategy Task Force, which includes not only representatives from local governments, but also the Port of Vancouver, Translink, the Urban Development Institute and the Agricultural Land Commission. The Task Force will establish a vision for the management of industrial lands and provide actions for achieving that vision.

PAST INTERACTIONS:

- The Ministry provided a brief written submission to the Canadian Environmental Assessment Agency on RBT2 in mid-2019, indicating we have no concerns with the Project at this time and will continue to work with the Port on potential traffic impacts.
- The Minister visited the Port of Vancouver for a tour in March 2019.
- The Minister wrote a letter of support for the Port's five NTCF project applications in spring 2019.
- The Ministry has worked closely with the Port and Transport Canada on previous analyses of short sea shipping in the lower mainland.
- The Ministry has met with the Port regarding the George Massey Crossing.
- Robin Silvester contacted the Premier's Office and Minister Trevena on November 18, requesting a discussion towards meaningful action on the industrial land shortage.



DISCUSSION:

Roberts Bank Terminal 2 (RBT2):

The hearing phase of the RBT2 federal project review, led by an independent review panel under the Canadian Environmental Assessment Agency (now the Impact Assessment Agency), recently finished. The federal government will issue an approval or denial to the project based on the upcoming Review Panel report, expected to be issued before April 2020. Ministry staff have been monitoring the RBT2 environmental impact assessment and have coordinated with BC Environmental Assessment Office as the review process has proceeded.

If the RBT2 project receives federal approval (in fall 2020), the provincial government will have approximately two months to issue a decision on the project. The provincial environmental assessment decision is to be signed by the Minister of Environment as well as the Minister of Transportation and Infrastructure, expected before the end of 2020.

The Ministry has signed project agreements with the Port to continue to assess and develop capacity improvement in the vicinity of Roberts Bank to address the impacts of forecasted increase in truck and rail traffic should RBT2 proceed to implementation.

National Trade Corridors Fund (NTCF) Projects:

The Ministry recognizes the importance of working collaboratively with partners, including the Port, to effectively manage the continued growth of cargo using our trade corridors. and the Ministry is exploring opportunities to optimize lower mainland trade corridors to address the impacts associated with growth in demand for containerized goods, support the efficient use of industrial land, and reduce the environmental and community impacts of cargo movement. The Ministry and the Port have recently confirmed the Ministry's participation on the steering committee for the Port's Short Sea Shipping Concept Development project, which is a potential alternative to moving containers by truck or rail within the lower mainland.

Analysis of the regional short sea shipping opportunities, undertaken the Ministry in collaboration with the Port of Nanaimo, identified several options to incorporate one or more routes from the Port of Nanaimo to destinations that may be considered by the short sea shipping project. The Province will share the results of the study with the Port of Vancouver and the steering committee once the report is finalized.

The Port of Vancouver has committed to provide regular updates to the Ministry on the other NTCF funded projects at the Gateway Transportation Collaboration Forum (GTCF). The Ministry continues to be interested in working with the Port as well as the Port of Prince Rupert to improve supply chain visibility and optimize the Western Trade Corridors.

George Massey Tunnel:

The Port of Vancouver supported the previous 10-lane bridge project [s.12](#); [s.13](#); [s.16](#)
[s.12](#); [s.13](#); [s.16](#)



As part of Phase 1 engagement for the new GMC project (principles, goals and objectives), the Project team met with VFPA and GTCF on April 4, 2019. At the meeting, GTCF members confirmed that GTCF's goods movement goals are captured in the project's preliminary goals; they also discussed and agreed to prepare letters of support for the project. To date, the Project team has not received any such letters. In October, following initial meetings with Transport Canada, the Project team requested to meet with the Port of Vancouver to discuss design vessel and navigation channel requirements. The meeting date has not yet been confirmed.

Industrial Land:

In response to the challenges to industrial land, over the past year Metro Vancouver has been working to develop a Regional Industrial Lands Strategy (Strategy). To support this work, Metro Vancouver convened a task force of local elected officials and other stakeholders to identify and refine policy options and recommendations. The Ministry of Jobs, Tourism and Trade (JTT) has represented the Province on the task force as a non-voting member. MAH staff have also contributed to and monitored evolution of the Strategy through liaison with JTT and ongoing participation in Metro Vancouver's staff-level Regional Planning Advisory Committee.

The draft Strategy was completed in November 2019. It summarizes the findings of research done for the Task Force, and identifies four main challenges facing the region's industrial lands:

- A constrained land supply;
- Market pressure to convert industrial land to other uses;
- Site issues related to servicing industrial lands and incompatibility with adjacent uses; and
- A complex jurisdictional environment.

MOTI recognizes the critical importance of industrial land to enable sustainable economic growth. While land use is primarily a local government decision, the province understands that provincial leadership that is required to address this issue. The draft Strategy includes a set of 35 recommendations and 10 priority actions, to respond to the challenges facing the region's industrial land base and interests. The report makes several recommendations to the Province, including:

- Creation of an industrial land reserve
- Allow for the local zoning bylaw to regulate tenure on industrial land
- Review allowed uses on Agricultural Land Reserve
- Study property tax assessment method
- Improve the movements of goods and workers
- Develop a broad Southwest BC economic and land use plan

FINANCIAL IMPLICATIONS:

- None – the Port has indicated there will be no financial request.

s.12; s.13; s.16

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BRIEFING NOTE FOR INFORMATION

DATE: December 10, 2019

PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure

ISSUE: U-Pass BC Program and Trinity Western University participation

SUMMARY:

- The U-Pass BC program is available to ten public post-secondary institutions in Metro Vancouver and has been in place since 2010.
- Over the years, private institutions have made inquiries about joining.
- Expanding the U-Pass BC Program to private institutions would have significant financial implications.
- There is nothing that precludes private institutions from participating in a corporate program with TransLink.

PAST INTERACTIONS:

- None

BACKGROUND:

Trinity Western University (TWU) has approached their MLA (Abbotsford) wishing to become part of the U-Pass BC program. The case is being made that since there is no provincial funding for TWU that the province should, at a minimum, support affordable transportation.

TWU is a faith-based, not-for-profit, private university, established under the *Trinity Western University Act*. On past occasions when TWU has raised the possibility of funding (including U-Pass BC) [s.17](#)

In the Metro Vancouver TransLink jurisdiction, there are approximately 44,000 students enrolled annually in approved programs at 200 private training institutions. In addition, there are 20 private degree-granting institutions and 14 theological institutions. Five of the theological colleges are at UBC and these students are part of the UBC student union, have UBC ID and are included in the UBC U-Pass BC program.

DISCUSSION:

[s.13](#)



TWU has two B.C. campuses, one in Langley the other in Richmond. There are about 5,000 students, not all of whom may be full-time students. Assuming all were eligible, the provincial contribution to TransLink to include the TWU students could range from \$700,000 to \$1.6 million per year. The lower amount reflects a contribution from TransLink.

TransLink currently contributes to the U-Pass BC program. Expanding the U-Pass BC program to include private institutions would be considered by TransLink a change in policy and may require approval from the TransLink Board and Mayors' Council.

Opening the U-Pass BC program to private institutions has the potential of increasing the provincial funding required significantly.

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TransLink offers corporate programs in which TWU could participate. TWU could bulk buy Compass passes, at an agreed "retail" rate and then either distribute them to students as part of their tuition or charge the students a monthly fee. The amount recovered from the students would be at TWU's discretion. In this situation, the Province would not contribute funding.

FINANCIAL IMPLICATIONS:

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BRIEFING NOTE FOR DECISION

DATE: December 16, 2019

PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure

ISSUE: Pilot Project Proposal package

RECOMMENDED OPTION:

s.12; s.13

BACKGROUND:

- A new Part 13 of the *Motor Vehicle Act* (MVA) authorizes the Lieutenant Governor in Council (LGiC) to establish pilot projects to test and evaluate regulatory frameworks for matters governed by but not expressly provided for under the Act, including the piloting of emerging personal mobility (i.e. micromobility) devices.
- To implement a pilot project by way of Order in Council, the LGiC must be satisfied that the proposed pilot project is in the public interest; is consistent with the objectives set by government; and has the consent of the local community (municipality or Treaty First Nation) where it is to take place.
- Upon approval, the pilot project regulation will establish a regulatory framework to operate within a limited geographic area and in accordance with other pilot project provisions, including but not limited to technical specifications and safe usage requirements. A pilot project may remain in force for a maximum of three (3) years to promote the goals of research and evaluation.
- The proposed first phase of pilot projects in 2020 will focus on the use of e-scooters and other similar forms of micromobility. A second phase is proposed for fall 2020 with a focus on pilot projects to increase safety for vulnerable road users. See Appendix A for an overview of Phase 1 and Phase 2 approach for MVA pilot projects in 2020.

DISCUSSION:

- The attached Pilot Project Proposal package (Appendix B) is intended to give guidance and information to BC communities on the Phase 1 pilot process and timelines, as well as solicit information from interested communities on the type of micromobility project they seek to implement under a provincial pilot project regulation.
- The package—which is proposed to be made available to local communities on January 13, 2020—is composed of the following four documents:
 1. *Guidelines*—Provides an overview of the proposal submission, consideration and approval process;
 2. *Form A: Expression of Interest to Submit a Pilot Project Proposal*—Brief document that is to be submitted by Jan. 31st to provide the Ministry with initial information on the number of local communities that may be seeking to submit a Phase 1 pilot project proposal;

3. *Pilot Project Proposal*—Local communities seeking to implement a pilot project are to provide detailed information on or before March 6th on a wide range of matters set out in the Proposal document, including safety, evaluation, and enforcement.
 4. *Q&A*—Provides responses to some key questions that communities may have about Phase 1 pilot projects.
- Ministry staff have been working with staff in the Ministry of Municipal Affairs and Housing and UBCM on the process for notifying local communities of the release of the pilot proposal package on January 13, 2020.
 - Local communities will have 8 weeks (until March 6, 2020) to submit a pilot project proposal. After the submission deadline Ministry staff will work further with local communities who submit proposals to support development of a draft pilot project regulation for Cabinet consideration, likely in June or early July 2020.

FINANCIAL IMPLICATIONS:

- None

FOR DECISION:

s.12; s.13



APPROVED / NOT APPROVED

Honourable Claire Trevena
Minister of Transportation and Infrastructure

Date

Attachments:
Appendix A – Cliff 289697 Pilot Project Rollout
Appendix B – Pilot Project Proposal Package

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BRIEFING NOTE FOR DECISION

DATE: November 20, 2019

PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure

ISSUE: Pilot project roll out

RECOMMENDED OPTION:

s.12; s.13

BACKGROUND:

- On October 7, 2019, Bill 35—Miscellaneous Statutes Amendment Act (No. 2), 2019, was introduced. The Bill includes proposed amendments to the *Motor Vehicle Act* to enable pilot projects to research, test and evaluate matters contemplated but not expressly provided for under the Act (e.g. use of emerging mobility technologies).
- Before a pilot project can be implemented by way of OIC (regulation of the Lieutenant Governor in Council, or LGIC), Cabinet must be satisfied that a project:
 - Is in the public interest;
 - Is consistent with government's objectives, including those related to transportation and road safety; and,
 - Has the consent of the municipality or Treaty First Nation where the pilot project is proposed to take place.
- LGIC authority respecting potential pilot projects is broad. The LGIC may exercise any existing regulation making power in the Act and, where a conflict between pilot project provisions and the Act exists, a project's regulations shall prevail.
- Regulations may be limited to a specific geographic scope (e.g. a municipality) and include provisions around the use or operation of a vehicle or device, fees, enforcement, monitoring and evaluation and other matters the LGIC considers necessary and appropriate. Finally, pilot projects are limited to a maximum duration of three years to promote the goals of research and evaluation.



- The pilot project provisions provide a unique opportunity to support the Active Transportation Strategy (ATS) – released earlier this year – and is intended to align provincial policies, programs and funding to support the growth of active transportation by enabling the reform and modernization of the Act and its regulations in response to emerging transportation technologies that are transforming how people use roadways and sidewalks.
- On October 31, 2019, Bill 35 received Royal Assent and the attached media release (see Appendix A) was published indicating that more information will be forthcoming in January 2020 on the process for local governments and the province to partner on pilot projects to support active transportation.
- The pilot project amendments are silent on the process for engaging, developing and establishing pilots in partnership with local communities.
- However, recently ministry staff have consulted with UBCM. As a result, UBCM has offered to work with the Ministry to assist with general communication to municipalities about the pilot proposal process and updates.

DISCUSSION:

- A structured process for working with local communities to establish pilot projects is necessary for staff at both the local and provincial level to undertake the necessary consultations and analysis to support success and avoid proposals for 'one-offs' inconsistent with the legislated requirements that pilot projects be in the public interest and consistent with government objectives.
- Ministry staff have considered the following two key areas in support of a defined process for developing partnerships with local communities:

1. Phased implementation

- A key to defining implementation is timing. In January 2020—as per the announcement made at Royal Assent—the Ministry will have an opportunity to set future expectations respecting pilot projects, such as their focus and when and how proposals will be considered.
- Ministry staff recommend an initial proposal package be made available to local communities in January 2020 for Phase 1 pilot projects. The proposal package would set out the objective and scope of Phase 1 pilots (see #2 below for recommended scope) and set out the information local communities must provide in support of their proposals as well as deadline for proposal submissions.
- In January 2020 the Ministry also has an opportunity to highlight timing of Phase 2 pilot project proposals later in fall 2020 and announce that Phase 2 proposal packages will be made available at that time (e.g. September).

s.12; s.13

- Appendix B provides a proposed timeline for Phase 1 and Phase 2 pilot projects.



2. Proposed scope of Phase 1 Pilots

- A narrow Phase 1 scope will support success of the first pilot projects implemented under the new legislation. A defined scope will assist Ministry and local level staff in discussing and working out the details to inform the development of pilot project regulations, assuming a June/July 2020 implementation.

s.12; s.13

- Upon release of proposal packages for Phase 1 e-scooter pilots in early January, the Ministry can also highlight the intended focus for Phase 2 pilots in September 2020. A potentially broader scope could apply to Phase 2 focussed on vulnerable road users to enable pilots aimed, for example, at improving pedestrian and cycling safety.

FINANCIAL IMPLICATIONS:

- There are no direct or indirect financial implications related to implementing the recommended approach.

RECOMMENDATION:

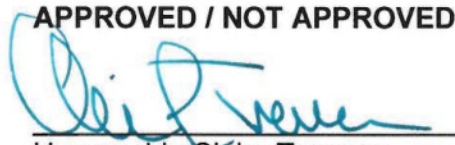
s.12; s.13



NEXT STEPS:

- Subject to approval of the recommended approach, Ministry staff will prepare the following for approval of the Minister:
 - Proposal package for local communities on Phase 1 pilot projects on e-scooters or similar devices, including proposed timeline for submission of Phase 1 pilot project proposals; and,
 - Phase 1 pilot project proposal assessment criteria Ministry staff will use to evaluate individual pilot project proposals.

APPROVED / NOT APPROVED


Honourable Claire Trevena
Minister

22nd November 2019
Date

Attachments:

Appendix A—Information Bulletin published following Royal Assent
Appendix B—[s.12](#); [s.13](#)

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INFORMATION BULLETIN

For Immediate Release
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Ministry of Transportation and Infrastructure

Motor Vehicle Act will allow pilot projects to test emerging technology

VICTORIA – British Columbia is one step closer to rolling out new transportation technology, with the introduction of pilot projects on the horizon.

Changes to the Motor Vehicle Act will soon allow for the launch of pilot projects, giving government the chance to work with communities in researching and testing how new mobility technologies – like e-scooters, electric unicycles or e-skateboards – should be used to promote active transportation and ensure the safety of all road users.

Amendments to the act, which were introduced in early October 2019, have been approved and will give government the ability to establish a regulatory framework to support the safe, effective use of increasingly diverse modes of personal transportation. The changes clarify how emerging transportation technology can be used and allow the Province to engage with local governments to test these devices.

Establishing the authority to conduct pilot projects gives government and local communities the ability to effectively address changing public mobility needs and expectations. It will also let government find effective solutions for devices that are not yet permitted to operate on highways or sidewalks.

Government is developing the process for creating pilot projects, and anticipates providing further information and inviting community proposals in January 2020.

Learn More:

Learn more about the Province's overarching Active Transportation Strategy here:
https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/activetransportationstrategy_report_web.pdf

Contact:

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Connect with the Province of B.C. at: news.gov.bc.ca/connect

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s.12; s.13

Ministry of Transportation and Infrastructure

Motor Vehicle Act Pilot Projects:

Guidelines for Submission

January 2020

1 Purpose of the Request for Pilot Project Proposals

The Ministry of Transportation and Infrastructure (Ministry) is seeking proposals from interested municipalities and Treaty First Nations including the Nisga'a (hereafter referred to as 'local communities') to conduct a pilot project for the use of e-scooters or other similar forms of micromobility devices not currently authorized to be used on streets and sidewalks.¹ The purpose of the pilot project is to test and evaluate a regulatory framework under Part 13 of the *Motor Vehicle Act* (MVA, or the Act)

A key component of BC's [Active Transportation Strategy](#) is working together with communities to promote and enable active transportation use. The Active Transportation Strategy supports the CleanBC government priority of reducing greenhouse gas emissions from the transportation sector. The regulation of micromobility devices to enhance transportation options is consistent with this priority and is the focus of pilot projects that may be established this year.

To implement a pilot project, the Lieutenant Governor in Council (Cabinet) must approve regulations enabling the pilot project under the new Part 13 of the Act, which was brought into force on October 31, 2019. Before approving a pilot project regulation, Cabinet must be satisfied that the proposed pilot project is in the public interest, will be consistent with the objectives set by government, and has the consent of the local government where it is to take place.

Upon approval, the pilot project regulation will establish a regulatory framework to allow micromobility devices to operate within a limited geographic area and in accordance with other pilot project provisions, including but not limited to technical specifications and safe usage requirements. A pilot project may remain in force for a maximum of 3 years to promote the goals of research and evaluation.

2 Timeframes and process for submitting and considering proposals

2.1 Timeframes for submission of Pilot Project Proposal

Activity	Timeframe 2020	Responsible	Comments
Request for pilot proposals released	January 13	Ministry	Proposal Package includes 2 forms for local communities to complete and submit: 1. Form A—Expression of interest to submit proposal; and, 2. Form B—Pilot Project Proposal
Deadline to submit a Form A (Expression of Interest)	January 31, 4:00 p.m.	Local communities	Please note: Notifying the ministry of an intention to submit a Pilot Project Proposal does not obligate a local community to do so.

¹ A *Micromobility* device is intended to mean a zero-emission motorized personal mobility device (MPMD) such as an e-scooter typically designed to transport one person. With respect to other similar forms of micromobility, the intention is to potentially enable use of other types of devices that have technical features, operating functions and requirements comparatively similar to an e-scooter, e.g. they are equipped with a zero-emission motor; have a similar maximum speed; outfitted with similar safety equipment; and can be operated along the same portion of roadway as an e-scooter.

Deadline for local communities to submit a Form B (Pilot Project Proposal)	On or before March 6, 4:00 p.m.	Local communities	Once submitted, Ministry staff will consider your local community's proposal and follow up with questions or further information as it becomes available. Please note: Any Pilot Project Proposal submitted after the deadline will not be considered for the first phase of pilots but may be considered for a possible future phase.
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2.2 Projected timeframes for proposal review, consideration, approval, and implementation

Activity	Timeframe 2020	Responsible	Comments
Proposals considered and discussed with local communities	Spring	Ministry	The Ministry will work with local communities who submit proposals to determine device and usage requirements and other matters to be set in a provincial regulation.
Draft pilot project regulations and consultations with local communities	Spring	Ministry	The Ministry will be responsible for drafting the regulations and submitting them to Cabinet for approval.
Consent of Local Community for Pilot Project	Spring-Summer	Local Communities	To approve a pilot project, the Cabinet must be satisfied that a local community's governing council consents to the pilot taking place in their jurisdiction. Please note: While consent from your governing council is not required at the time you submit a Pilot Project Proposal, it will be required before Cabinet approves an Order in Council (OIC) to authorize a pilot project.
Cabinet consideration of pilot project regulations	Spring-summer	Ministry	It is Cabinet, not the Ministry, who must approve a pilot project. To approve a pilot project, Cabinet must be satisfied that a local community consents to the pilot taking place in their jurisdiction.
Notification of approved pilot projects	Spring-summer	Ministry	The Ministry will notify local communities of approved pilot projects.
Implementation of approved pilot projects	Summer	Local communities	Local communities will be responsible for implementing the pilot after an OIC is approved.

3 Proposal submission

1. If you intend to submit a Pilot Project Proposal, the Ministry requests you complete the attached Form A: Expression of Intent to Submit Pilot Project Proposal on or before **January 31, 2020, at 4:00 p.m.** to MVA.Pilot.Project@gov.bc.ca.
2. To submit a Pilot Project Proposal, please complete the accompanying Form B: Pilot Project Proposal. Your community's Pilot Project Proposal should be submitted via email in Word or PDF format on or before **March 6, 2020 at 4:00 p.m.** to MVA.Pilot.Project@gov.bc.ca.

4 Consideration of proposals

Ministry staff will consider your community's submitted Pilot Project Proposal based on:

- the extent to which the proposal meets the MVA requirements under section 304 (2) of the *Motor Vehicle Act*;
- how comprehensively the proposal requirements have been addressed; and,
- readiness to implement the pilot project in the projected timeframes, i.e. summer 2020.

During the consideration process, the ministry may contact the individual(s) identified in your community's Pilot Project Proposal for further information or clarification.

Please note that submitting a Pilot Project Proposal does not mean that the pilot project is accepted or approved by the Ministry or Cabinet under Part 13 of the *Motor Vehicle Act*. Additionally, all costs associated with preparing a Pilot Project Proposal (Form B) and any other costs associated with implementing a pilot project that Cabinet may approve by way of an Order in Council are the responsibility of your local community.

Ministry of Transportation and Infrastructure

Motor Vehicle Act Pilot Projects:

FORM A

Expression of Intent to Submit Proposal

January 2020

Introduction

This document is to be completed by individuals employed and acting on behalf of municipalities and Treaty First Nations, including the Nisga'a (hereafter referred to as 'local communities') in accordance with Part 13 of the *Motor Vehicle Act*.

If your community intends to submit a Form B: Pilot Project Proposal, the Ministry of Transportation and Infrastructure (Ministry) requests that you complete this Expression of Interest form and submit to MVA.Pilot.Project@gov.bc.ca on or before **January 31, 2019 at 4:00 p.m.**

Submission of this form:

- Will assist Ministry staff in providing any potential supplementary information to interested local communities in advance of the March 6, 2020 deadline for submission of a Form B: Pilot Project Proposal; and,
- Does not obligate your local community to submit a completed Form B: Pilot Project Proposal.

Request for General Information on Pilot Project:

4.1 Please provide a general overview of the pilot project for which your local community intends to submit a proposal.

- Please indicate, if possible, the type of micromobility device you will seek to pilot and any other general information that you are able to share at this point related to your local community's vision for such a project, e.g. why the project is needed?

4.2 Contact information

- Please provide a main point of contact whom Ministry staff may contact to provide potential supplementary information to support completion of your community's pilot project proposal.

Name	Title	Contact information (telephone number & email)
1.		
2.		



Ministry of Transportation and Infrastructure

Motor Vehicle Act Pilot Projects:

FORM B

Pilot Project Proposal



Introduction

This document is to be completed by individuals employed and acting on behalf of municipalities or Treaty First Nations, including the Nisga'a (hereafter referred to as 'local communities'). In accordance with Part 13 of the *Motor Vehicle Act*, the Ministry of Transportation and Infrastructure will only consider and recommend to the Lieutenant Governor in Council (Cabinet) those Pilot Project Proposals received from local communities.

For the Ministry to consider your community's proposal, detailed responses to questions herein are important. If you have questions during the preparation of your proposal, please contact:

Email: MVA.Pilot.Project@gov.bc.ca

Phone: 236-478-0460

The proposal should be prepared as a Word or PDF document and may include appendices or Excel spreadsheets as you deem necessary to support ministry staff in considering your proposal.

The deadline for submitting a Pilot Project Proposal is on or before **March 6, 2020 at 4:00 p.m.**

Submitting a Pilot Project Proposal does not mean that the pilot project is or will be accepted or approved by the Ministry or Cabinet under Part 13 of the *Motor Vehicle Act*. All costs associated with preparing this form and the proposed pilot project are the responsibility of your local community.

PART 1 – Overview of Proposal

- 4.3 Please provide a description of the e-scooter or other similar micromobility device that is the subject of your community's Pilot Project Proposal.
- Include one or more pictures
 - Include the device's technical specifications (related to the size, min/max speed, weight, power source, etc.)
- 4.4 Please provide a brief summary overview of your community's Pilot Project Proposal.
- How and where do you propose the identified device be used
 - Why is the pilot project important to your local community? What is the overall desired outcome?

PART 2 – Public interest and consent

- 2.0 How is the pilot project in the public interest?
- Under the *Motor Vehicle Act*, Cabinet must be satisfied that the proposed pilot project is in the public interest before it can make regulations to implement a pilot project.
 - What *specific* opportunity or problem does this address?
 - How does the proposed pilot support the needs of your community, e.g.:

- transportation infrastructure, availability of public transport, affordable transportation, parking
 - seniors, children, people with disabilities
- What measures will be necessary to ensure public safety within the proposed pilot project?

2.1 Consent of local government

- Under the *Motor Vehicle Act*, Cabinet must be satisfied that any local community in whose jurisdiction a pilot project will take place has consented to the pilot before it can make the regulations required to implement the pilot.
- Please describe how you expect your local community's governing council will provide its consent to the proposed pilot project outlined herein prior to Cabinet potentially approving the pilot project later in 2020.

2.2 Authority to make by-laws or laws

- If you are submitting this proposal on behalf of a municipality, what authority to make bylaws under the MVA, *Community Charter* or the *Vancouver Charter* do you anticipate your local government exercising in respect of the proposed pilot project?
- If you are submitting this proposal on behalf of a Treaty First Nation, what authority do you anticipate the Treaty First Nation government exercising under the Nation's Final Agreement in respect of the proposed pilot project?
- If you are submitting this proposal on behalf of Nisga'a, what authority do you anticipate the Nisga'a Government exercising under the Nisga'a Final Agreement in respect of the proposed pilot project?

PART 3 – Pilot project details

3.1 Geographic area of the pilot

- Please provide a detailed description of the geographic boundaries of the pilot project, including any location-specific limitations.
- If the boundary includes any areas outside of your jurisdiction, how will this be managed?

3.2 Proposed duration of the pilot

- What is the proposed duration of the pilot, and the rationale for the duration?

3.3 Partnership with other local governments

- Are you now, or do you anticipate, partnering with another local government for this pilot?

3.4 By-laws or laws required

- What, if any, by-laws or laws do you expect your local community will need to enact for the purposes of the pilot (Please add any further detail you feel is necessary in addition to that you provided under section 2.2 above)?
- What expectations do you have for provisions of a provincial regulation for the pilot project? What aspects of the pilot should be governed by provincial regulation?

3.5 Consultation/public review and comment

- What, if any, consultation has already been completed, is ongoing, or is planned for before, during, and after implementing the pilot?
- Who has been/will be consulted with?

3.6 Current or previous experience with micromobility devices

- What, if any, experience does your local government have with micromobility devices that are currently operating in your jurisdiction?

3.7 Research and pilot project development activities

- Describe activities that have been completed, are ongoing, or are planned to research and develop the pilot project.

3.8 Micromobility device safety requirements

- Describe any proposed requirements for safety equipment, e.g. helmets, lights, horns.
- What prohibitions, if any, should be in place respecting equipment or things attached to a device, e.g. should seats or baskets be prohibited etc.?

3.9 Micromobility device usage limitations

- Describe any proposed limitations on the use of the micromobility devices in the pilot, e.g. daytime operation only, where it may be operated, if it may be operated on roads or sidewalks, parking and storage.

3.10 Operators of the micromobility devices

- Describe the anticipated user group(s) including any restrictions on the age of the users.
- Please include any information, if any, on the extent to which the pilot is intended to support use of a personal assistive mobility device by a person with a disability?

3.11 Third-party service providers

- Will there be a third-party service provider for the pilot? If 'yes', what is the scope, terms and conditions or their involvement?
- What data do you anticipate requiring from third-party service providers and how do you intend to ensure they meet such requirements?
- Please describe any other requirements that you anticipate third-party providers will need to meet, e.g. in respect of parking and storage of devices.

3.12 Financial impact and funding

- Are there costs associated with the proposed pilot? If so, outline the types of costs and how the pilot project will be funded.
- Are there any fees associated with the proposed pilot? If so, outline the types of fees and how they will be implemented.

3.13 Enforcement

- How do you envision the enforcement of the pilot, e.g. by by-law, other? Fines and, if so, how much for specific contraventions?

3.14 Ongoing monitoring during the pilot

- How will the pilot be monitored?
- How frequently will the pilot be monitored?
- What indicators will be tracked on an ongoing basis to see if the desired outcome is being achieved?
- How and when do you expect to share your monitoring results with the Ministry?

3.15 Evaluation of the pilot project by local government

- What are the expected outcomes for the pilot?
- What are the key areas to be evaluated for the pilot?
- How will you measure the expected outcomes?
- What data will you collect to assess the pilot?
- How will the data be collected?
- What will be the indicators of success?
- How and when would you share your evaluation results with the Ministry?

PART 4—Other comments or information

If you have any comments or information that relate to your proposal, please feel free to provide them here.

PART 5—Contact information

Please provide a main point of contact whom Ministry staff may contact to discuss your community's Pilot Project Proposal.

Name	Title	Contact information (telephone number & email)
3.		
4.		

MVA Pilot Project Proposals—Q&A

January 2020

PHASE 1 Pilot Projects—General Questions

Q: The focus of the first phase of pilot projects is “e-scooters and other similar forms of micromobility”. What is “micromobility” and what are some examples of other forms similar to e-scooters?

A *Micromobility* device is intended to mean a zero-emission motorized personal mobility device (MPMD) such as an e-scooter typically designed to transport one person.

With respect to other similar forms of micromobility the intention is to potentially enable use of other types of devices that have technical features, operating functions and requirements comparatively similar to an e-scooter, e.g. they have a similar maximum speed; outfitted with similar safety equipment; and can be operated along the same portion of roadway as an e-scooter.

Q: What if our local community wants to implement a pilot project under the *Motor Vehicle Act* that is unrelated to e-scooters or other similar forms of micromobility?

For this first phase of pilot projects, the focus is on the province’s Active Transportation Strategy, specifically pilots that research and test the use of e-scooters and other similar forms of micromobility. There will be future opportunities to consider other types of pilot projects. Ministry staff will be providing further information on a second phase of intake of Pilot Project Proposals, likely in fall 2020.

Q: Who can we contact at the Ministry if we have any questions?

For questions related to pilot projects, please contact:

Email: MVA.Pilot.Project@gov.bc.ca

Phone: 236-478-0460

PHASE 1 Pilot Projects—Local Community Proposals

Q: Who may submit a Pilot Project Proposal?

In accordance with Part 13 of the *Motor Vehicle Act*, the Ministry will only consider and recommend to Cabinet Pilot Project Proposals received from municipalities or Treaty First Nations, including the Nisga’a (local communities).

Citizens who have ideas for potential pilot projects under the *Motor Vehicle Act* are encouraged to contact and discuss with their local communities.

Q: When will we know whether Cabinet approves our local community's proposed pilot project?

As pilot projects established under Part 13 of the *Motor Vehicle Act* require the Lieutenant Governor in Council (i.e. Cabinet) to approve an Order in Council (OIC), formal government notification of approval cannot be provided until after Cabinet approves the required OIC.

Q: What will happen after we submit our local community's Pilot Project Proposal?

After receiving your local community's proposal, Ministry staff will contact you to discuss your local community's proposed pilot project.

The purpose of these discussions will be: 1. To address any questions respecting your local community's Pilot Project Proposal; 2. Assess whether your local community's proposed pilot project meets the requirements under Part 13 of the *Motor Vehicle Act*; 3. Ensure the proposed pilot is consistent with government's objective respecting Active Transportation; and, 4. Support drafting of an e-scooter pilot regulation to enable your local community's pilot project under the Act.

Q: Is funding available to support local community pilot projects?

Local communities that intend to submit or who have submitted a Pilot Project Proposal may contact the Ministry's existing [grant funding](#) program for more information respecting infrastructure projects that encourage healthy living and address climate change, including for cycling infrastructure projects.

Q: What form of 'consent' is required from our governing council to satisfy the requirements under Part 13 of the *Motor Vehicle Act*?

The Act provides that Cabinet be satisfied that a local community's governing council consents to a pilot project within their jurisdiction before Cabinet approves an Order in Council (OIC) to authorize the pilot project. While the form and manner of consent is not stated in the Act, a resolution or letter are some examples of how your governing council may seek to satisfy Cabinet of the consent requirement under the Act.

Q: What if we cannot obtain consent from our governing council before we submit our Pilot Project Proposal?

It is up to staff with each local community to decide when to obtain the consent of their governing council for the purposes of Part 13 of the Act.

If you do not provide evidence of your governing council's consent when you submit your Pilot Project Proposal, you can provide this information later, i.e. prior to Cabinet approving the Order in Council to authorize the pilot project.

Q: What if we cannot obtain our governing council's consent after we have submitted the Pilot Project Proposal?

If no consent can be demonstrated, then Cabinet cannot meet the requirements of Part 13 of the *Motor Vehicle Act* to approve the pilot project.

Q: Can we pull our Pilot Project Proposal from consideration if we are unable to obtain our governing council's consent?

Yes, you can remove your Pilot Project Proposal from consideration at anytime after you have submitted it to the Ministry. There will be opportunities to consider future pilot projects after Phase 1 projects are implemented. Ministry staff will be providing further information on a second phase of intake of Pilot Project Proposals, likely in fall 2020.

DRAFT



BRIEFING NOTE FOR INFORMATION

DATE: December 11, 2019

PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure

MEETING: Dave Earle, President, BC Trucking Association on T.B.C.

ISSUE:

- (1) B.C. commercial road transportation greenhouse gas emissions - CleanBC Heavy-duty Vehicle Efficiency Program, and
- (2) Road safety (e.g., mandatory entry-level training MELT, driver shortage, electronic logging devices, speed limiters, carrier profiles, infrastructure upgrades)

SUMMARY:

- **To meet its commitments under CleanBC, the Ministry has entered into an agreement with the BC Trucking Association to develop and operate a Heavy-Duty Vehicle Efficiency Program aimed at reducing greenhouse gas emissions from the trucking sector.**
- **The Fuel Efficiency Management Strategies course is already underway with four sessions provided in November and December - another three will be offered in January and February 2020. These are free of charge to eligible heavy-duty road transportation companies.**
- **The GHG reduction incentive program which will provide financial assistance to eligible trucking firms to purchase and install new fuel saving equipment will accept applications from February 3 to February 21, 2020.**
- **Several road safety initiatives are underway, being planned or under assessment. MELT and ELD are continuing to move forward and speed limiters are being assessed.**

BACKGROUND:

CleanBC Heavy Duty Vehicle Efficiency Program

To fulfill its commitments under CleanBC, the Ministry of Transportation and Infrastructure (the Ministry) entered into an agreement with the BC Trucking Association (BCTA) to deliver a Heavy-Duty Vehicle Efficiency (HDVE) Program. The objective of the HDVE Program is to reduce greenhouse gas (GHG) emissions from the heavy-duty transportation sector until zero- and low-emission heavy-duty vehicles become commercially available. This dovetails with the CleanBC goal to “make industrial transportation cleaner.”

According to ICBC, there are 66,000 heavy-duty vehicles insured in B.C. that are responsible for approx. 35 percent of GHG emissions in British Columbia. Energy efficient equipment on heavy-duty vehicles, together with improvements in driving skills and maintenance practices, increase fuel efficiency. Every drop of fuel saved means fewer GHG emissions as well as cost savings for operators.

Road Safety

In December 2018, the Office of the Auditor General (OAG) conducted an audit on commercial vehicle safety in B.C. Nine recommendations were provided in the final OAG report for PSSG, ICBC and MOTI to consider. Five recommendations were specific to MOTI.

Concurrently MOTI had begun a CVSE strategic planning initiative to review, refresh and update the CVSE Strategic Plan. Many of the outcomes of the updated Strategic Plan will meet or exceed OAG recommendations and this work is well underway. This includes consideration of a mandatory entry-level training (MELT) program for Class 1 drivers.



Over 120 staff across the ministry and other agencies have been taking part in the board directed Strategic Plan review project and has taken time to gather and synthesize data and point focus to targeted areas. The work is not complete, and input and consultation from BCTA and others will continue to shape this ongoing work.

PAST INTERACTIONS:

- The Ministry consulted with the BCTA, the Commercial Vehicle Safety and Enforcement Branch, and other sector stakeholders over the past year in the development of the HDVE. The Minister has had an informal discussion with Dave Earle, President & CEO, BCTA regarding the proposed program at a separate event they were both attending prior to the launch of the program.
- BCTA was part of the Advisory Group of the MELT development project and has also provided feedback on electronic logging devices (ELD) implementation in meetings and written letters to the ministry.

DISCUSSION:

CleanBC Heavy Duty Vehicle Efficiency Program

The HDVE Program is structured as a pilot in Year 1, with the possibility of extending the Program for another two years based on performance and uptake. The Program targets both driver behaviour and fuel-saving technologies:

1. The BCTA developed and is delivering a Fuel Efficiency Management Strategies Course targeting senior management of B.C.-based heavy-duty on-road transportation companies; that is, those companies with commercial vehicles of gross vehicle weight greater than 11,795 kg, including motor coach carriers. Companies that participate in the course will be eligible to take part in the GHG Reduction Incentive Program. The training courses which are free to the trucking companies have begun (four sessions were held in November and December) and there has been positive participant feedback. Three more courses are scheduled for January. See Appendix A for list of training dates and locations.
2. The BCTA also developed a GHG Reduction Incentive Program for the heavy-duty transportation sector. Eligible heavy-duty on-road transportation companies will be able to apply to the BCTA for reimbursement on the purchase of fuel-saving equipment for company vehicles. Incentives are available for up to \$10,000 per vehicle or \$100,000 per fleet. Carriers may apply for the incentives from February 3, 2020 to February 21, 2020. The BCTA was awarded this work because it has the necessary technical knowledge and greatest ability to market the HDVE Program to the entire B.C. trucking sector.

Road Safety

MELT

The Minister announced the start of formal consultations for a proposed MELT program on July 4, 2019. The consultation process focused on three areas: 1) an overarching Advisory Group, 2) a Curriculum Group and 3) Industry Workshops. The groups included key representatives from across the commercial vehicle industry such as BCTA, schools, carrier companies, indigenous representation, etc. Consultation also included a cross-jurisdictional scan and consultation with Canadian provinces that have implemented MELT.

BC continues the work on developing a mandatory program that incorporates the entry-level training guidelines under development by the Canadian Council of Motor Transport Administrators as well as analysing the recently implemented programs in other Canadian and international



jurisdictions. One of the advantages of the timeline is that BC has been able to learn from challenges from the provinces that implemented before the federal standard, while also aligning with as much as possible with the upcoming federal plan and enabling a BC lens to the anticipated plan.

Of the 12 Working Groups that continue to gather, develop and assess options, the National Safety Code, and the access to public information, is part of that work. While information on the status of a carrier can be requested via phone or email, the integration of online efficiency is being reviewed, as is the analysis of resource allocation and response triggers to compliance review and audit events to improve response timelines.

Infrastructure and Resourcing

Also, part of the work plan for the audit response is the review of infrastructure placement and operation, as well as deployment of resources and staffing levels based on data relating to volumes, incidents or known risks within certain corridors or activities.

Speed Limiters

The use of speed limiters continue to be of interest to the Ministry and we continue to monitor the results from other jurisdictions to assess the potential for use in B.C. Currently, Ontario and Quebec require the use of speed limiters in Canada.

ELD

ELD's were announced for federal implementation in June of 2021, and BC is about to activate external consultations, including BCTA, on what ELD's will look like in BC.

FINANCIAL IMPLICATIONS:

- HDVE program's annual budget is \$1.4 M. This is made up of \$0.9M from CleanBC and \$0.5M from MoTI's Climate Action Program. The first year 2019/20 is being administered as a pilot and future years will be dependent upon program success.

Attachments: Appendix A: List of training locations and dates

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INITIALS

RM

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Appendix A: CleanBC HDVE program training dates and locations:

Date:	Location
<u><i>Past Offerings:</i></u>	
November 26, 2019	Langley
December 3, 2019	Langley
December 4, 2019	Langley
December 10, 2019	Kamloops
<u><i>Future Offerings:</i></u>	
January 15, 2020	Langley
January 22, 2020	Prince George
January 29, 2020	Langley